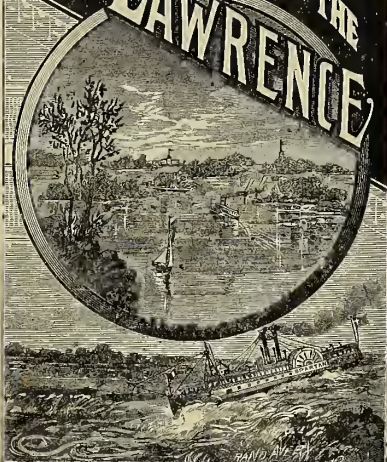


250
C. 11
10754

THROUGH THE
1000 ISLANDS
AND
RAPIDS OF THE
St. Lawrence



and the far-famed
Saguenay River

10754
F. C.

TICKETS

And all information may be obtained at all principal Railway Ticket Office in the United States and Canada,

AND THE FOLLOWING AGENTS:

E. F. BEACH, G. T. R. 271 Broadway, New York.
THOMAS COOK & SON, Washington St., Boston, and 201 Broadway, N. Y.
W. F. SMITH, Eastern Pass. Agt. O. & G. T. Ry., 271 Broadway, New York.
WM. C. TALLMAN, G. T. R. 280 Washington Street, Boston.
T. E. BOND, Central Vermont 280 Washington Street, Boston.
WM. RAYMOND 286 Washington Street, Boston.
T. D. SHERIDAN, G. T. R. 177 Washington Street, Buffalo.
W. E. DAVIS, { Chicago & G. T. Ry. } 103 South Clark Street,
E. H. HUGHES, { corner Washington St., Chicago.
MRS. L. BARBER No. 1 International Block, Niagara Falls, New York.
GEO. COLSURN Clifton House, Niagara Falls, Canada.
D. ISAACS Prospect House, Niagara Falls, Canada.
BRAYTON BROS. Syracuse, New York.
OORNWALL BROS. Alexandria Bay, "
J. PALEN, AGENT Clayton, "
AGENT, ROME, WATERTOWN & OGDENBURG R.R., Cape Vincent, "
J. H. PHILLIPS 624 Ford St., Ogdensburg, "
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THOMAS COCHRANE Port Hope, "
F. O. TAYLOR Lindsay, "
H. B. CRUSO Cobourg, "
THOMAS MENZIES Peterboro, "
O. H. HATCH Kingston, "
AGENT Brockville, "
L. H. DANIELS Prescott, "
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S. & J. CARRIERE Coteau Landing.
R. McEWEN Canal Basin, Montreal.
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J. H. MARCHILDON Batiscan.
A. DESFORGES Quebec.
R. M. STOCKING Opposite St. Louis Hotel, Quebec.

ALEX. MILLOY, Traffic Manager. J. B. LABELLE, Gen. Manager.

JULIEN CHABOT, Manager Saguenay Line,
St. Andrew's Wharf, Quebec.

L. A. SENEAL, President.

GENERAL OFFICES,

No. 228 ST. PAUL STREET, MONTREAL.

ROYAL MAIL LINE

BETWEEN

TORONTO, KINGSTON, THE THOUSAND
ISLANDS, MONTREAL, QUEBEC,
THE RIVER SAGUENAY and
INTERMEDIATE PORTS.



THIS MAGNIFICENT LINE,

Composed of the following First-class Composite Side-Wheel Steamers, viz.:

BETWEEN

TORONTO AND MONTREAL,

CORSICAN, Capt. SINCLAIR. SPARTAN, Capt. IRVINE.
CORINTHIAN, ADA. ALGERIAN, TROWELL.

DAILY LINE BETWEEN TORONTO AND MONTREAL.

Commencing Wednesday, June 1, and until September 30, the steamers of this Company will run daily (Sundays excepted), leaving Montreal at 9 A.M. for Toronto, calling at intermediate ports. On and after Friday, June 3, will leave Toronto for Montreal daily (Sundays excepted), at 2.00 P.M.—SEE TIME-TABLE.

CONNECTING WITH THE VARIOUS RAILWAYS FROM THE

WEST AND NORTH.

CALLING AT

Port Darlington (Bowmanville), Port Hope, Cobourg, Kingston, Clayton, Round Island, Thousand Island Park, Alexandria Bay, Brockville, Prescott, and Cornwall,

ARRIVING AT

Montreal at 6.30 P.M.

THERE GOING ALONGSIDE THE COMPANY'S MAGNIFICENT

IRON STEAMERS,

"QUEBEC," "MONTREAL,"

Capt. NELSON.

Capt. ROY.

TRANSFERRING PASSENGERS FOR QUEBEC,

Leaving at 7 P.M., and arriving at Quebec next morning at 6 o'clock.

Connecting there with the

MAGNIFICENT STEAMERS,

"UNION" AND "ST LAWRENCE,"

LEAVING FOR THE

FAR-FAMED RIVER SAGUENAY,

AND WITH

Steamer "MAGNET," for Murray Bay.

On arrival of these steamers, thus forming one of the longest lines of

INLAND WATER COMMUNICATION

ON THE CONTINENT,

AND WHICH FOR

GRANDEUR AND VARIETY OF SCENERY

CANNOT BE SURPASSED,

IF EQUALLED, IN THE WORLD.

THE STEAMERS ALSO CONNECT WITH THE

INTERCOLONIAL RAILWAY

FOR THE

MARITIME PROVINCES.

This Line Offers Facilities to the Travelling Public

NOT EQUALLED BY ANY OTHER CONVEYANCE.

The Steamers run direct from Toronto and intermediate ports to Montreal WITHOUT CHANGE.

They pass through the romantic scenery of the Lake of the Thousand Islands.

All the Rapids of the St. Lawrence are run by these Steamers, under the guidance of old and experienced pilots, including the famous Indian,

"BAPTISTE."



By an arrangement with the GRAND TRUNK RAILWAY, Tourists and others can procure "OPTIONAL TICKETS," enabling the holder to travel by STEAMER or RAIL for the whole or a portion of the route, thus obviating the necessity of deciding as to the conveyance before starting.

MOST IMPORTANT IMPROVEMENT

BETWEEN

MONTREAL AND TORONTO!

MEALS SERVED

IN BEST STYLE

ON TABLE D' HOTE PLAN.

Meals included in the Passage Money.

In order to give increased accommodation at table on board the steamers of the Western Line. This Company has this season constructed a comfortable Dining Room in the aft part of each steamer, which, in addition to the one already in existence, will afford ample room for all, and avoid the necessity of crowding.

TIME - TABLE

On and after FRIDAY, JUNE 3, and until September 30, a Steamer of this Company will leave Toronto daily (Sundays excepted), at 2.00 P.M., for Montreal, calling at all intermediate ports, including Clayton, Round Island, Thousand Island Park, and Alexandria Bay; and commencing WEDNESDAY, JUNE 1, will leave Montreal for Toronto at 9.00 A.M. daily (Sundays excepted), calling at intermediate ports as per Time-Table.

There being no boat leaving Kingston direct for Montreal on Monday morning, the steamer "PRINCE ARTHUR" will leave Kingston Mondays, at 5.00 A.M., commencing July 6, calling at all regular ports. The fine Steamer "EMPRESS OF INDIA" will run regularly between Toronto and Port Dalhousie during the season, commencing May 14th.

ROYAL MAIL LINE STEAMERS.

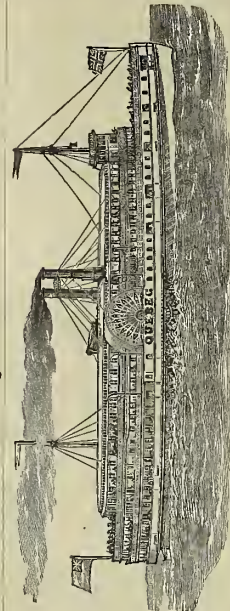
Sta.	DOWNWARDS.	UPWARDS.
	Lv Toronto, Daily (Sundays excepted).....	Lv Quebec daily, (Sundays excepted).....
	2.00 p.m.	5.00 p.m.
44	" Darlington (Bowmanville).....	Arrive at Montreal next morning.....
	5.20 "	6.50 a.m.
64	" Port Hope.....	Lv Montreal, (Canal Basin).....
	5.50 "	every morning (Sundays excepted).....
70	" Cobourg.....	9.00 "
178	" Kingston.....	" Lachine (connect with noon train).....
202	" Clayton.....	12.50 p.m.
205	" Round Island.....	" Valleyfield.....
208	" Thousand Island Park.....	6.50 "
210	" Alexandria Bay.....	" Coteau Landing (connects with train leaving Montreal at 5 p.m.).....
241	" Brockville.....	6.40 "
281	" Prescott.....	" Cornwall.....
290	" Cornwall.....	9.50 "
329	" Coteau Landing.....	" Pakeness Landing.....
370	Arrive at Montreal (to alongside Steamers for Quebec to transfer Passengers and Baggage).....	5.00 "
	6.30 "	" Brockville.....
		10.00 "
	Lv Montreal.....	" Alexandria Bay.....
	7.00 "	11.30 a.m.
666	Arrive at Quebec next morning, connecting there with Steamers for the Saguenay River, and at Point Levi (opposite Quebec) with the Intercolonial Railway for all places in the Maritime Provinces.	" Thousand Island.....
	6.30 a.m.	12.00 noon
		" Round Island Park.....
		12.15 p.m.
		" Clayton.....
		12.50 "
		Ar Kingston.....
		2.50 "
		Lv Kingston.....
		5.00 "
		" Cobourg.....
		1.30 a.m.
		" Port Hope.....
		2.10 "
		" Darlington (Bowmanville).....
		3.50 "
		Ar Toronto.....
		6.00 "

RAILWAY CONNECTIONS.

GRAND TRUNK, ROME, WATERTOWN & OGDENSBURG, AND CANADIAN PACIFIC.

Commencing about June 3, the Steamer St. Lawrence will run between Clayton and Alexandria Bay, calling at Round Island and Thousand Island Park, making ferry connection at Alexandria Bay for Westminster Park, leaving Clayton on arrival of trains from New York and Niagara Falls.

Palatial Steamers "Quebec" and "Montreal."



Lighted throughout with Electric Light.

NEWLY RENOVATED AND RICHLY UPOLSTERED, FURNISHED WITH ALL THE LATEST MODERN IMPROVEMENTS.

Unsurpassed for SPEED, COMFORT AND SAFETY, and replete with every luxury. The only direct daily water route between MONTREAL and QUEBEC.

INFORMATION FOR TOURISTS.

TRAVELLERS from Niagara Falls via Toronto for the Thousand Islands and Rapids of the St. Lawrence, leave by New York Central Railroad for LEWISTON, or Niagara, thence by steamer direct for Toronto, or from the Clifton House by rail to Toronto; they can also go from Suspension Bridge by rail via Hamilton.

The steamers and railways reach Toronto in ample time to connect with the splendid steamers of the Richelieu & Ontario Navigation Co., leaving daily (Sundays excepted) at 2 o'clock P. M., for the different ports on Lake Ontario to Kingston, and through the Thousand Islands and Rapids of the St. Lawrence, running under the Great Victoria Bridge, arriving at Montreal at 6.30 P.M., connecting with this Company's MAGNIFICENT STEAMERS for Quebec.

A brief sketch of the cities and towns at which these steamers call may not be uninteresting to the tourist, especially as they are made during daylight.

LEWISTON.—This village is a place of considerable importance, being situated at the head of navigation on the lower Niagara.

Once on board, the steamer passes along Niagara River for about seven miles, the current still running very rapidly, until it finds its way into Lake Ontario. Situated nearly opposite Lewiston is

QUEENSTON.—This village is associated in history with the gallant defence made by the British on the adjacent heights in the war of 1812. Brock's Monument stands on these heights, and is 185 feet high. The next stopping place is

NIAGARA, one of the oldest towns in Ontario, and was formerly the capital of the Province. The trade of this place has been largely directed to St. Catherine's since the completion of the Welland Canal.

Almost immediately after leaving Niagara we pass between the two forts, Niagara and Massasauga. From this point we pass into the lake, and once in the centre, almost lose sight of the land behind; and the City of Toronto immediately in front, on approaching which the elght from the steamer is very fine. Its public buildings and wharves show it to be a city of importance and prosperity.

TORONTO is the Capital of the Province of Ontario, and one of the most flourishing cities in the Dominion. It is situated on a beautiful bay, separated from the lake by a peninsula known as Gibraltar Point, which serves to form a safe and well-sheltered harbor. Its streets are broad and well laid out, and the city generally is built of a light-colored brick, of a soft, pleasing tint. Its buildings are very substantial and many of them beautiful. There are over fifty churches and about fifteen banks, and many of these edifices are strikingly grand. Its fine harbor affords great facilities for extensive traffic, and various lines of lake and river steamers run daily to all ports East and West. Five lines of railways also connect the city with all places of importance.

Having viewed Toronto, we arrange for the continuation of our tour eastward, which may be done either by boat or rail. If we choose the former, we avail ourselves of the superior accommodation afforded by the boats of the Richelieu & Ontario Navigation Co. (Royal Mail Line), which leave their wharf daily (Sundays excepted) for Montreal at 2 o'clock, P.M. Next place of call is

DARLINGTON, which has an extensive flour and grain trade, and other products from the interior; it is the port of call of the town of Bowmanville, which is two and one-half miles inland. The next calling place is

PORT HOPE, situated sixty-three miles from Toronto. The harbor is one of the best on the lake; it is a pretty town and contains over 6,000 inhabitants. The Midland Railway from Lindsay, Peterboro', and other towns in the interior makes this its terminus. Six miles further the steamers call at

COBOURG, a town of 5,000 inhabitants; situated in the centre of an exceedingly fertile section of the country, it has a safe and commodious harbor; an extensive trade in grain, iron-ore, and other products is carried on here. After leaving this town the next stopping place is the city of

KINGSTON, which after Quebec and Halifax, has the strongest fort in the Dominion. A settlement was begun here by the French under Governor De Courcelles in 1672, and was known as Fort Cataragui. Subsequently a massive stone fort was erected by Count de Frontenac, and received his name. This fort was alternately in the possession of the French and the Indians, until it was destroyed by the expedition under Col. Bradstreet in 1758. Finally the place fell into the hands of the English, from whom it received its present name. A large trade is done here in the transhipment of grain from lake vessels into barges. Amongst other public buildings are the Provincial Penitentiary, the Military School, &c.

On leaving Kingston (5.00 A.M.) the steamer soon enters the wonderful and beautiful collection of isles known as

THE THOUSAND ISLANDS.



These islands commence near Kingston, and extend downward to Brockville, a distance of over fifty miles. They form the most numerous collection of river islands in the world, are of every imaginable shape, size and appearance, some being mere dots of rock a few yards in extent, others covering acres, thickly wooded, and presenting the most charming appearance of rich foliage conceivable. At times the steamer passes so close to these islands that a pebble might be cast on their shore; while, looking ahead, it appears as though further progress was effectually barred, when rounding the points amid widening passages and bays the way is gradually opened before us. Again the river seems to come to an abrupt termination. Approaching the threatening shores, a channel suddenly appears, and you are whirled into a magnificent amphitheatre of lake, that is, to all appearance, bounded by an immense green bank. At your approach the mass is moved as if by magic, and a hundred little isles appear in its place. Such is the charming scenery presented on this beautiful route. It is a famous spot for sporting; myriads of wild fowl of all descriptions may here be found. Angling is considered very good, and one of the best places on the St. Lawrence, from the great quantity and size of the fish. These islands are becoming famous as a summer resort by the great monied men of the United States, numerous handsome villas having been erected thereon, and other improvements going on increasing every year. By this line tourists have the option of going through these beautiful islands either by the British or American channel.

INFORMATION FOR TOURISTS

— VISITING THE —

RIVER SAGUENAY.

HERE are many objects of interest to note in making this excursion. In leaving Quebec, there is a fine view of the city and harbor from the promenade deck of the steamer. Cape Diamond, with its citadel and battlements, the city surrounding same on all sides, with its domes and spires, the ramparts and batteries crowning this thriving town, the fertile plains of Beauport in the foreground, lend an enchantment to the sight not to be surpassed. The harbor improvements. The Louise Tidal Basin, the largest on this continent. Looking across on the south side, opposite Quebec, there stands the growing town of Levis of about 30,000 inhabitants, being the terminus of the Grand Trunk Railway, the Quebec Central and Intercolonial Railways. The terminus also of the Royal Mail Ocean Steamers. A little hack of the town stands the celebrated fortifications built by the imperial government. There is also a graving dock, the most extensive in size in America. The "Montmorency Falls" charms the beholder as the steamer swiftly glides by. Then turning from the city, we see the Island of Orleans, which Jacques Cartier in 1535 christened the "Isle of Bacchus," so called from the luxuriant growth of its wild grape-vines. It is situated nine miles below Quebec; it is twenty miles in length, and six in its greatest width. There are several villages scattered over its surface; its soil is very fertile; it rises to a considerable elevation at its western extremity, the high land being fully 350 feet above the water level. There are numerous Catholic churches and one Protestant. The total population of the island is between 6,000 and 7,000. A ferry steamer plies regularly between the city and the island.

CAPE TOURMENT.

As soon as the Isle of Orleans is passed, this cape is well seen; it rises to an altitude of about 2,000 feet. On the highest elevation a cross was erected in 1816, which was replaced by a small chapel erected in 1870.

GROSSE ISLE

is now seen in full view; it is noticeable as being the quarantine station for Quebec. Many islands are now passed of remarkable scenic beauty, and very fertile, and are renowned for the quantity of game of all sorts which flock to them in season. At this point the river widens considerably, and ere long has reached such a width as to render its shores almost invisible from the deck of the steamer. Passing onward, we view Baie St. Paul and Isle aux Coudres, which is remarkable for its rich iron mines. All along the route the river presents one continuous panorama of the wildest scenery, only second to the noble Saguenay River.

MURRAY BAY

is now reached, a favorite watering-place of the Lower St. Lawrence. The village is picturesquely situated amid frowning hills and wild scenery. This is a favorite summer resort for the fashionable world and also for families, the accommodation being unsurpassed. Comfortable hotels, well furnished and well-arranged boarding-houses, also numerous cottages which are rented to visitors. Here also is a valuable mineral spring, whose waters are highly recommended to invalids; it possesses also good sea bathing and fine bracing air. It is renowned as a sporting-place, both for anglers and field sports, surrounded by numerous lakes, all well stocked with the reputed trout usually supplied on board the company's Saguenay steamers. Some miles below Murray Bay,

THE PILGRIMS

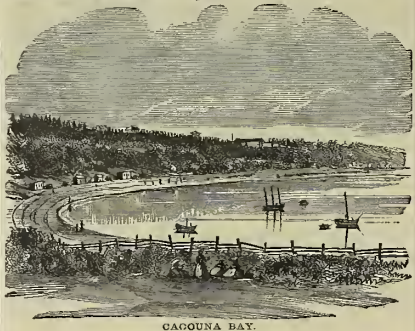
are seen. They consist of a remarkable group of rocks, which from their height are visible at a great distance, the "mirage" seeming constantly to dwell about them, due to refraction of the sun's rays, owing to the rocks being sparsely covered with vegetation. Steaming across the river,

RIVIERE DU LOUP

is reached, situated on the south shore. Connection is made with the Intercolonial Railway. Tourists to or from the Atlantic States or Provinces, via Halifax or St. John, take leave of us here. Those desirous of visiting the far-famed watering-place of

"CACOUNA,"

can, after an exceedingly pleasant drive of about six miles, bordering the sea shore, find themselves in a fashionable resort containing a splendid hotel, the St. Lawrence Hall, and numerous private sea-side cottages. The bathing is very good. The lover of Nature will enjoy the beautiful effect of a June or July sunset as seen from here. There are two very fine water-falls at Riviere du Loup.



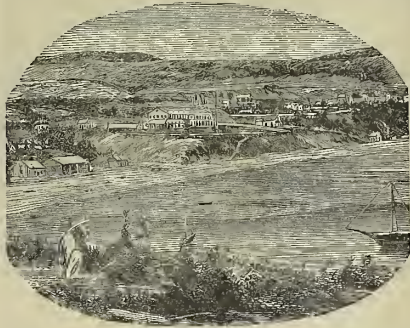
CACOUNA BAY.

Leaving the wharf, the boat points her course again to the opposite shore, and in less than two hours we find ourselves at

"TADOUSAC,"

which is at the mouth of the far-famed Saguenay. This is a very pleasant spot. There is a fine hotel here, and in connection with it all kinds of sports for the amusement of visitors. The bathing at this place is very superior. A large number of villas have been erected, including one built by his excellency Earl Dufferin, now owned by Sir R. Cameron of New York.

Tadousac is interesting from its having been from an early period the capital of the French settlements, and one of their chief trading posts. The great white Hotel throws its shadow over the little two-hundred-year-old chapel of the Jesuits, which stands at the foot of its lawn still preserved in all the simplicity of its time. Here are the ruins of a Jesuit establishment, and on this spot once stood the first stone and mortar building ever erected in America, the home of Father Marquette,



TADOUSAC.

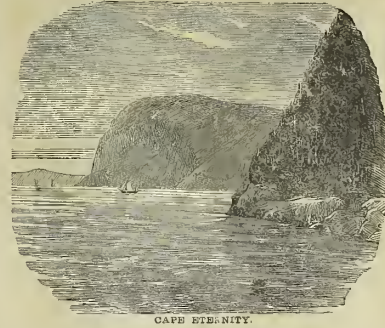
the explorer of the River Mississippi. A cluster of pine trees over 200 years old has grown from the centre of these historical ruins. Getting aboard again, we now really enter the justly renowned Saguenay. At every turn of the boat some new attraction is discovered; our eyes are strained that we may catch a glimpse of all the magnificent grandeur that now bursts upon us.

THE SAGUENAY RIVER

is unquestionably one of the most remarkable rivers of the continent. Its waters are very clear, and abound in a great variety of fine fish. The scenery is wild and romantic in the highest degree. The first half of its course averages half a mile in width, and runs through an almost untrodden wilderness. This wonderful river seems one huge mountain, rent asunder at remote ages by some great convulsion of Nature. The shores are composed principally of granite, and every bend presents to view an imposing bluff. Many of these tower perpendicularly into the air, and seem ready to totter and fall at any moment.

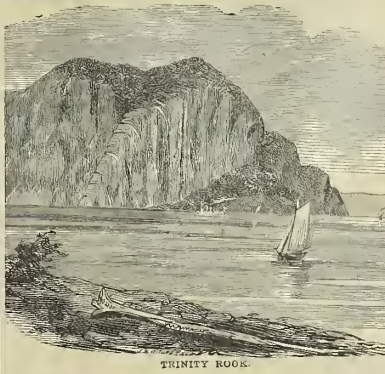
CAPES ETERNITY AND TRINITY

are worthy of note. The first rises to a height of 1,000 feet, and the other only a little less. If the only recompense for the visit to the Saguenay was a sight of these stupendous promontories, we are quite sure no visitor would regret it. The steamers shut off steam when approaching these capes, and the captain shapes his course to give the passengers



CAPE ETERNITY.

the best view. The echo produced by blowing the steam-whistle is very fine. The water is said to be over 1,000 feet deep at the base of the rocks. Cape Eternity is by far the most imposing. Nothing can surpass the magnificent salmon fishing of the Marguerite and other streams. As the boat glides up the River Saguenay,



TRINITY ROCK.

HA! HA! BAY

is reached, which is sixty miles from its mouth. It is a magnificent bay. The name arises from the circumstance of early navigators, who, not finding landing and anchorage until reaching this bay, at last broke out laughing. Ha! Ha! when touching bottom with their anchors. Good fishing and first-class hotel accommodation can be had here. The one kept by Mr. Peter McLan gives full satisfaction to its numerous guests. Fine views of the magnificent bay can be had from the hotel, and the surrounding scenery is truly grand.

CHICOUTIMI,

abounding in water-falls, lumber-mills, trout and salmon-fishing. From this place the return journey commences, and passes over again all the glorious scenes which we had before enjoyed. Long descriptions can convey but a faint idea to the reader. The trip must be taken before the grandeur of the Saguenay is understood and appreciated.

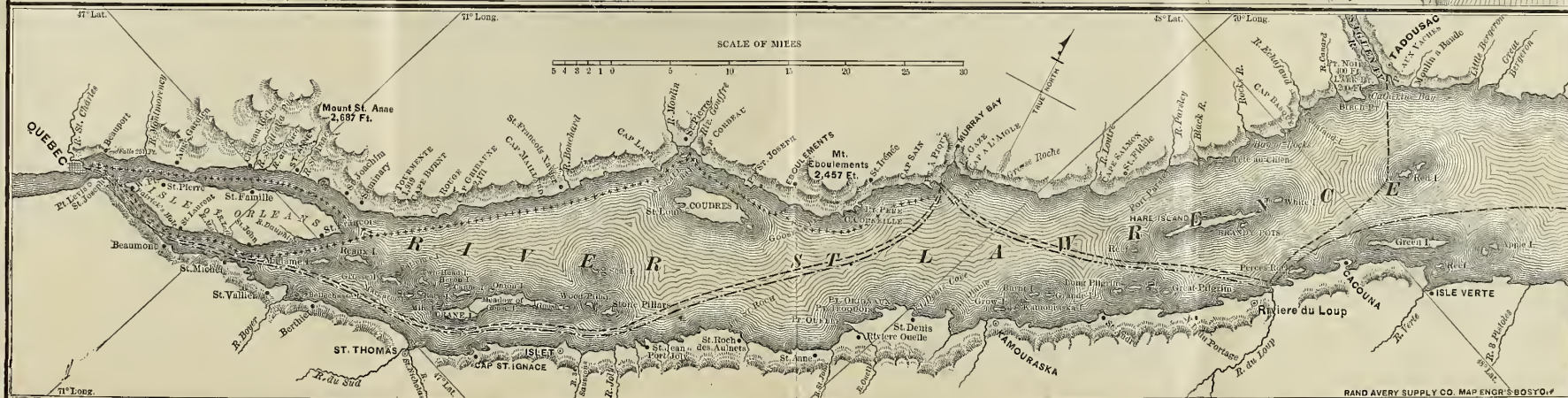
This beautiful trip is easy of accomplishment, as two magnificent steamers run regularly to Ha! Ha! Bay, and the Steamer "MAGNET" from June 1 to November 1, will leave three times a week for Murray Bay at 10 o'clock A.M. on Tuesdays and Thursdays, and at 1.00 P.M. on Saturdays, offering to the travelling public great inducements to enjoy a sea-water trip and return Sunday or Monday morning by the Steamer "ST. LAWRENCE" or "UNION," on board of which the pleasure-seeker will experience all that comfort and accommodation necessary to the full enjoyment of such a trip. After leaving this port and steaming up the river, we arrive at

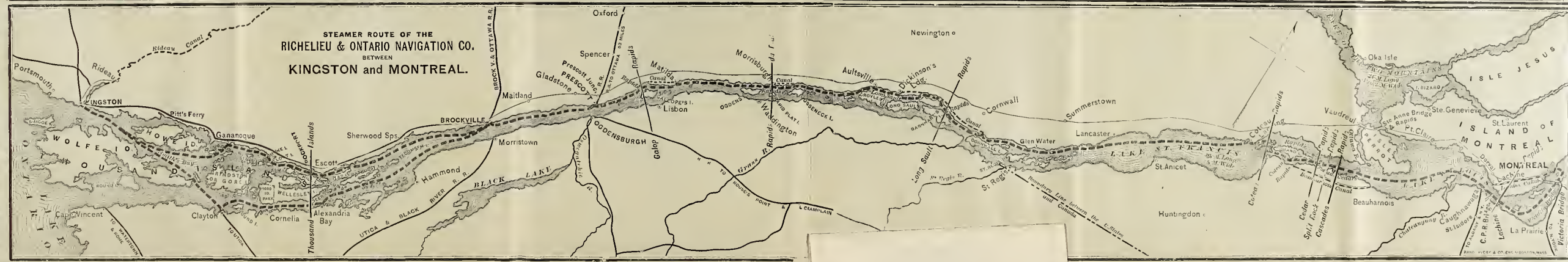
QUEBEC.

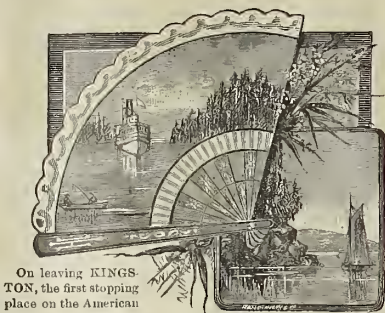
The traveller on his return, if time permits, ought to take a rest at Quebec, visiting churches, picture-galleries, the University, the Citadel, the timber coves, the Plains of Abraham, the Terrace, Spencer Wood, and Cap Rouge, also the extensive harbor improvements, and the graving dock at Levis. These are all favorite resorts, and the drives to them can hardly be surpassed in beauty, while they are replete with interest to the student and tourist.

HOTELS.

St. Louis and Russell's houses, both kept by Messrs. Russell, are the principal ones. The Albion, Henchey's, Mountain Hill and Blanchard Houses, are likewise good and popular houses.

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On leaving KINGS-
TON, the first stopping
place on the American
shore is the village of

CLAYTON, a place of considerable importance as a
lumbering port. Of late years it has become a great resort
for pleasure-seekers. The fishing and shooting are
amongst the best on the St. Lawrence. The next two
stopping places are ROUND ISLAND and the GREAT
THOUSAND ISLAND PARK. The Boat then proceeds to

ALEXANDRIA BAY.—This town is built upon a mas-
sive pile of rocks; its situation is romantic and highly
picturesque. It is a place of resort for sportsmen, and is
celebrated for its shooting and fishing. The beauty of
the islands in this vicinity for several miles up and
down the river can hardly be imagined without a personal visit. It
has attained great prominence as one of the leading watering-places.
We have now passed through the "Lake of the Thousand Islands,"
and speedily find ourselves at the thriving town of

BROCKVILLE, situated on the Canadian side of the St. Law-
rence, and thirty miles below Gananoque. It was named in honor
of General Brock, who fell on Queenston Heights in the War of
1812. It is growing very rapidly, and is one of the most pleasant,
healthy and thriving towns on this side of the river. Next comes

PRESCOTT, situated on the Canada side of the St. Law-
rence, opposite Ogdensburg; it contains about 3,000 inhabitants.
A mile below this town is "Windmill Point;" it contains the ruins
of an old stone windmill in which, in 1837, the "Patriots" under
Von Shultz, a Polish exile, established themselves, but from which

they were driven with great loss. About five miles below Prescott
is Chimney Island, on which the remains of an old French fortifica-
tion are to be seen. The first rapid of the St. Lawrence is at this
Island, called the

GALOP RAPID. It is not so extensive as the succeeding rapids
or half so exciting, but it prepares the traveller from its less turbu-
lent waters to pass the increasing swiftness of those following.
The next is

THE LONG SAULT, a continuous rapid of nine miles, divided in
the centre by an island. The usual passage for steamers was on
the south side; the channel on the north side was formerly con-
sidered unsafe and dangerous, but examinations have been made,
and it is now descended with safety. The steamer after fully enter-
ing this rapid, rushes along at the rate of something like twenty
miles an hour, the steam is shut off and she is carried along by the
force of the current alone. The surging waters present all the ap-
pearance of the ocean in a storm, but unlike the ordinary pitching
and tossing at sea, this going down hill by water produces a highly
novel sensation. The next town is



CORNWALL, pleasantly situated at the foot of the Long Sault,
on the Canada side. The boundary line between the United States
and Canada passes near this village, and the course of the St.
Lawrence is hereafter within Her Majesty's Dominions.

LAKE ST. FRANCIS.—This is the name of that expansion of
the St. Lawrence which begins near Cornwall, and extends to
Coteau du Lac, a distance of forty miles. After leaving this town
we get into the

COTEAU RAPIDS, a very fine rapid about two miles in length;
in some portions the current is very swift. Seven miles lower down
we enter the

CEDAR RAPIDS.—At first sight this rapid has the appearance
of the ordinary rapids, but once the steamer has entered it the tur-
bulent waters and pitching about renders the passage very exciting.
There is also a peculiar motion of the vessel, which seems like
settling down, as she glides from one ledge to another. A short
distance below this we enter the

SPLIT ROCK, so called from its enormous boulders at the en-
trance. A person unacquainted with the navigation of these rapids
will almost involuntarily hold his breath until this ledge, which is
distinctly seen from the deck of the steamer, is passed. At one time
the vessel seems to be running directly upon it, and you almost feel
certain that she will strike, but a skilful hand is at the helm, and
in an instant more it is passed in safety. We now come to the last
of this series of rapids, called the

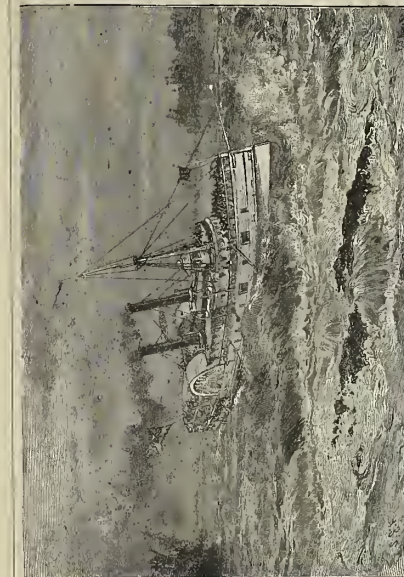
CASCADE RAPIDS.—This is a very fine rapid. It is remarkable
on account of its numerous white crests foaming on top of the
darkish waters, through which the vessel passes, and as the shortness
of the waves has the effect of pitching the steamer as if at sea, the
sensation is very enjoyable. After passing the Cascades, the river
again widens into a lake called Lake St. Louis, where the dark
waters of the Ottawa by one of its branches joins the St. Lawrence.
This series of four rapids are eleven miles in extent, and have a
descent of eighty-two and one-half feet. On this lake the tourist
from the deck of the steamer has a magnificent view of the Montreal
Mountain about thirty miles distant. After passing through this lake

LACHINE is reached. It is nine miles from Montreal, with which
it is connected by railroad. It derives its name from the first
settlers, who when they reached this point thought they had dis-
covered the passage which would lead them to China. The Lachine
Rapids begin just below the village. On the opposite side stands

CAUGHNAWAGA, an Indian village lying on the south bank of
the river near the entrance of the Lachine Rapids, and derives its
name from the converted Indians, who were called "Caughnawagas,"
or praying Indians. It is at this place the old Indian pilot shoots out
in his bark canoe and boards the steamer for the purpose of piloting
her down the Lachine Rapids. BARRISTRE, the Indian pilot, is as
anxiously looked for by the passengers on board of this Company's
Steamers as the rapid itself. He is now in the prime of life, and has
made it his business for over forty years to pilot steamers down the
rapids, and has not missed a day in twenty years. During the
summer season he is employed exclusively by this Company.
Shortly after leaving this Indian Village the tourist can contemplate
the new, magnificent bridge recently constructed by the Canadian
Pacific Railway, and spanning for the second time the mighty St.
Lawrence. It is built on the most recent scientific principles and
resembles the great International Railway Bridge at Niagara. The
steamer now glides down the rapid stream with increasing swiftness,
which clearly denotes that a formidable rapid is ahead. Stillness

reigns on board; away goes the steamer, driven by an irresistible
current, which soon carries her to the first pitch of the

LACHINE RAPIDS,



the most formidable of them all, the most difficult of navigation,
and the last of the rapids. The steamer after emerging from its
first pitch rises firmly on the surging billows, danked by rocks on
each side, steers straight in the swift current, guided by the steady
eye and sure piloting of the man at the helm. Conversation is

almost impossible, the grandeur and magnitude of the scenes around
on all sides inspires silence, and no wonder that tourists annually
make the "Running of the Rapids" a worthy link in the chain of
their travelling tour through the Dominion. The steamer now
comes in full view of one of the greatest wonders of the present age, the
Victoria Bridge, spanning the noble St. Lawrence, two miles long,
the longest, the largest, and most costly bridge in the world. The
scene whilst passing under, looking up from the deck of the steamer,
is magnificent. After passing this beautiful work of engineering
skill the tourist has the splendid panorama of the fine City of Mon-
treal right before him, the most prominent object being the two
towers of the church of Notre Dame. The steamer first lands the
Quebec passengers by coming alongside the palatial Steamers of the
Company, which leave at 7 P. M. for Quebec; it then proceeds to
the Canal Basin, giving passengers an opportunity to view the city
all along the harbor front. The

CITY OF MONTREAL is the largest and most populous city in
British North America. It was founded by M. de Maisonneuve in
1642, on the site of an Indian village named Hochelaga, and dedi-
cated to the Virgin Mary as its patroness and its protectress, and for
a long time bore the name of Ville Marie. It is laid in the form of a
parallelogram, and contains some 300 streets, with a population of
over 190,000. The traveler, in approaching the city from the river,
is struck with the peculiar beauty of the large cut-stone buildings
which front the majestic river, resembling in their solid masonry
and elegance the buildings of European cities. It would be
useless to undertake an enumeration of all the places of interest in
and about Montreal, for we believe that there are but few places on
the American continent where can be found so much of interest to
the traveller, whether in pursuit of health or pleasure, as in this city.

After leaving Montreal, the first landing made by the magnificent
steamers "QUEBEC" or "MONTREAL" is

SOREL, or William Henry, situated at the mouth of the Richelieu
River, the outlet of Lake Champlain into the St. Lawrence. It
occupies the site of a fort built by the Marquis de Tracy in 1665, and
was for many years the summer residence of the English Governors
of Canada, and here at one time Queen Victoria's father resided.
After passing Lake St. Peter the tourist reaches

THREE RIVERS, situated at the confluence of the rivers St.
Maurice and St. Lawrence, 90 miles below Montreal, and the same
distance above Quebec; it is one of the oldest settled towns in
Canada, having been founded in 1618. It is well laid-out, and con-
tains many good buildings. The next place is

BATISCAN. This is the last place the steamers stop at before
reaching Quebec. The scenery now becomes more interesting and
beautiful until the near approach to the

CITY OF QUEBEC, by its historic fame and its unequalled
scenery no ordinary or common-place city. Viewed from any of

its approaches, it impresses the tourist with the conviction of
strength and permanency. Strangers are allowed to enter the
fortress by procuring tickets from the proper authorities. To the
pleasure-seeker or the man of science there can be nothing more
refreshing and delightful than a trip to that most wonderful of rivers,

THE SAGUENAY. It is a river one should see if only to know
what dreadful aspects Nature can assume in wild moods. On either
side rise cliffs varying in perpendicular height from 1,000 to 1,600 feet.
This beautiful trip is easy and reasonable in expense. The places
of summer resort are Murray Bay, Cacouna and Tadoussac. The
steamers of the Richelieu & Ontario Navigation Company do this
service four times a week to Chicoutimi and three times a week to
Murray, in addition to the other four trips, (see Time-Table), during
the travelling season, and Chicoutimi is the last port at the head of
the Saguenay River. This description completes the

GREAT PLEASURE ROUTE.



There is probably no route in the known
world presenting more attractions to the
tourist than that from Buffalo to Montreal,
Quebec and the Saguenay via Niagara Falls
and Toronto, and by steamer, downwards through
Lake Ontario, the Thousand Islands, and the
famous Rapids of the St. Lawrence, all combining
to make up more of the wild romantic and sublime
than can be found in the same number of miles in almost any
travelled route.



Richelieu

AND

Ontario

NAVIGATION CO.



PALATIAL
STEAMERS

Between
Niagara Falls,
Toronto, Kingston,
Montreal, Quebec,
Murray Bay, Riviere du Loup,
Tadousac and Ha! Ha! Bay.